

## Meeting Summary of 4/15/05 Control Strategies Workgroup Meeting

### 1. Modeling Report

MDNR recently upgraded its modeling computer system. Model run times have significantly improved with the new system, as illustrated by benchmark tests of the MM5 meteorological model: approximately 38 computer hours per episode day on the old system to 18 hours per episode day on the new system.

Through an EPA Region 7 grant, MDNR awarded a contract to the team of Environ and Alpine Geophysics to provide assistance with the modeling effort. The contractors will assist with compiling the base case (2002) and future year (2009) emissions inventories, preparing the emissions inputs for the photochemical models, and conducting the base case photochemical model performance evaluation. The first tasks for the contractor will be to assist with processing onroad mobile source emissions and merging the 2002 emissions inventories developed by the Midwest Regional Planning Organization (MWRPO) and Central Regional Air Planning Association (CENRAP). East-West Gateway has provided draft, non-validated link-based vehicle miles traveled (VMT) for 2002 from their updated travel demand modeling system. The draft dataset is in the same format and structure as the final data, which will enable the contractor to complete set-up of the emissions models now and process the final link-based VMT data when it is released in early May. Link-based VMT for 2009 should be available from East-West Gateway in late 2005.

The four modeling hubs have completed their MM5 meteorological runs for four episodes in 2002 (Jan. 28 - Feb. 11, June 10 - 24, July 2 - 16, and July 28 - Aug. 6) and are post-processing the outputs in order to translate the data into the formats needed by the emissions and photochemical models.

Both MDNR and IEPA received a handful of comments from facilities that reviewed their 2002 emissions inventory data and are currently working on incorporating the revisions into the modeling inventories. A similar process is envisioned for the future-year inventory. For instance, with RCGA's assistance, the states could provide the projected inventory information to facilities for their review. Feedback from facilities on process and equipment changes planned for the future would improve the emissions forecasts. RCGA will send a letter to the facilities reminding them to comment on the 2002 inventory if they have not already done so and giving them a heads-up that they will be given an opportunity to review their projected 2009 emissions information in the upcoming months.

### 2. Lake Michigan Air Directors Consortium (LADCO) White Paper Development

Gary Beckstead gave an update on the control strategy white papers that LADCO is developing through its contract with MACTEC. Four of the white papers have already been released, and drafts of the remaining white papers are scheduled to be posted soon on LADCO's website ([http://www.ladco.org/Regional\\_Air\\_Quality.html](http://www.ladco.org/Regional_Air_Quality.html)). Workgroup members were encouraged to review the white papers and submit comments to LADCO. IEPA and MDNR should be copied on any comments sent to LADCO. It was noted that no decisions have been made on these strategies; these papers are simply a good source of information for evaluating potential strategies for the St. Louis region.

### 3. Additional White Paper Development

Gary Beckstead distributed draft white papers on locomotives and industrial petroleum storage and transport. It was suggested that the locomotive paper address biodiesel and other fuel switching strategies. Another suggestion was to add descriptions or references for the emissions calculation methodologies.

John Rustige distributed a draft white paper on commercial marine vessels. It was suggested that California rules addressing marine vessel emissions in its ports be reviewed for additional strategy options.

David Shanks gave an overview of a statewide Texas regulation on small boilers that could be of interest for the St. Louis region.

Workgroup members were encouraged to submit comments on the white papers developed by IEPA and MDNR.

#### 4. Truck Stop Electrification

This is not a candidate for Congestion Mitigation and Air Quality project funding. MDNR supports the concept, but it will not be able to help with any funding at this time.

#### 5. Control Strategy Matrix

John Rustige distributed a draft of a matrix he developed as a starting point for the discussion on how control strategies will be prioritized and evaluated. The matrix included several placeholders for "other values" to be filled in by the workgroup as factors to be used in the evaluation process. "Other values" suggested by workgroup members: multipollutant or ancillary benefits (e.g., CO<sub>2</sub> reductions), cost per air quality benefit, largest contributors or "low hanging fruit." Melissa Hart will email a list of "other values" she uses in her facility tracking reports. Workgroup members were encouraged to give this concept more thought before the next meeting. John Rustige will draft a list of characteristics to use as a starting point for next meeting's discussion about the workgroup's top values in control strategy evaluation and selection.

Leanne Tippet Mosby said that the phase I rule requires some form of an Inspection and Maintenance (I/M) program for St. Louis, but MDNR does not have a predetermined notion of what the I/M program will be. She suggested that a subgroup be formed to address I/M issues for St. Louis under the 8-hour ozone and PM-2.5 standards.

#### 6. Voluntary Strategies

The following workgroup members expressed interest in participating in the subgroup being formed to investigate voluntary measures: Gary Beckstead, John Rustige, Ginger Harris, Amy Algoe-Eakin, Kathy Andrea, Mike Coulson. John Rustige will set up a conference call soon for this group.

#### 7. Upcoming Meetings

John Rustige will reschedule the remaining control strategies workgroup meetings.